

FY 2005

NORTHERN COMMAND

SAFESTAT REPORT

Nevada Highway Patrol

Major Richard Varner

Overview

During FY 2005 the Northern Command's overall crash occurrences rose by 12.4% when compared to FY 2004. Each of the individual crash categories rose with property damage crashes rising 13.3%, injury crashes 11.1% and fatal crashes 4.4%.

The rise in crash rates can be attributed to a number of factors that occurred in the Northern Command during FY 2005. The two factors that contributed the greater percentage of the increase were the extensive roadway construction projects and the severe winter months of this year. The re-construction of the I80/IR580 corridor and the construction of the Carson City US395 bypass proved challenging to the motoring public due to the constant lane narrowing, lane reconfiguration and construction traffic in these areas. Over one third of the total crashes in the entire Northern Command occurred in the I80/IR580 corridor.

The winter of 2004/05 was one of the worst winters on record as far as snow fall and low temperatures. This poor weather added to the already hazardous driving conditions experienced in winter months. The sharp increase in weather related crashes added to the overall increase in crashes.

The Northern Commands overall enforcement activity showed an increase of 5.9%. The enforcement of hazardous moving violation increased by 0.3% this fiscal year when compared to last fiscal year. Although the occupant restraint enforcement numbers are down by 10.2% as compared to last fiscal year the number of occupant deaths in fatal crashes was down by 22%.

The Commercial Enforcement section continues to work toward the annual requirements placed on them by the State Enforcement Plan (SEP). Total safety inspections are up by 7.3% when comparing this year to last year, safety violations-repair order is up 45.1%, total vehicles placed out of service is up 14.3% and total drivers placed out of service is up 79.1%. The Federal Fiscal Year does not end until September 30th and the Commercial Enforcement Section will be able to meet all of the requirements placed on them by the SEP.

Air 1 had a very active year flying 83 enforcement missions resulting in 3147 enforcement actions including 3 DUI arrests and 90 hazardous moving violations for a total of 242.1 hours. Thirty three prisoner transports for 134.6 hours and other various activities giving Air 1 a total of 613 hours of service. Air 1 was on static display at numerous public relations events such as air shows and the Reno Air Race; it continues to be an excellent public relations and recruitment tool.

With all of the continuing growth, continuing road construction, added traffic volumes and severe winter weather the personnel of the Northern Command continued to do their job in a commendable fashion. The Northern Command continues to strive to give the citizens and visitors to the State of Nevada the best possible service to the public.

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NORTHERN COMMAND

CRASH ANALYSIS AND OVERVIEW

	FY 2005		FY 2004	% Change
Total Crashes	4709		4188	12.4%
Property Crashes [including commercial vehicles]	3204		2827	13.3%
Injury Crashes [including commercial vehicles]	1459		1313	11.1%
Fatal Crashes [including commercial vehicles]	47		45	4.4%
DUI Crashes [DUI charged]	189		152	24.3%
Total persons killed in fatal crashes	54		48	12.5%
Total drivers killed without seatbelts	12		18	-33.3%
Total passengers killed without seatbelts	7		4	75.0%
Total drivers killed with seatbelts	18		11	63.6%
Total passengers killed with seatbelts	11		3	266.7%
Total persons killed - seatbelts not applicable	8		12	-33.3%
Total number of commercial vehicle crashes	220		136	61.8%
Property crashes involving commercial vehicle	164		93	76.3%
Injury crashes involving commercial vehicle	52		40	30.0%
Fatal crashes involving commercial vehicle	5		3	66.7%

Percentage of fatal crashes to total crashes 1.0%

Percentage of DUI crashes to total crashes 4.0%

Percentage of persons killed *without* seatbelts to total persons killed 41.3%

Percentage of commercial vehicle crashes to total crashes 4.7%

Crash Analysis:

Northern Command Overall

Overall crashes in Northern Command were up this year as compared to last year by 12.4%. This increase is due largely to the widespread highway construction that is taking place within the Northern Command. The total rebuilding of the I80/I580 interchange and adjacent areas (The Spaghetti Bowl) along with the Carson City bypass construction contributed to the totals rising in crashes. In particular the Spaghetti Bowl reconstruction with its constant lane closures, lanes redirection and construction traffic contributed over one third of the total crashes in the entire command.

FIELD ENFORCEMENT ACTIVITY

[Analysis and review of current reporting period, versus same period in previous fiscal year, versus previous reporting period]

	FY 2005	FY 2004	% Change
DUI arrests from crashes **	189	152	24.3%
DUI arrests <i>prior</i> to crashes **	977	1092	-10.5%
Other Arrests	4574	4947	-7.5%
Total persons arrested (DUI included) **	2177	2265	-3.9%
Speed violations	22779	24501	-7.0%
Hazardous moving violations	8731	8708	0.3%
Occupant restraint violations * **	4333	4823	-10.2%
Total violations [above violations included]	63838	60294	5.9%
Commercial Enforcement			
Hazardous moving violations - citations/arrests	239	166	44.0%
Other traffic violations - citations/arrests	461	326	41.4%
Total safety inspections [level 1, 2, 3, 4 & 6]	6722	6267	7.3%
Terminal inspections [level 5] CR only	8	na	na
Total safety violations -- citation	2768	3560	-22.2%
Total safety violations -- repair order	16740	11533	45.1%
Total vehicles placed "Out of Service"	1069	935	14.3%
Total drivers placed "Out of Service"	532	297	79.1%
Total school buses inspected	1181	1361	-13.2%
Total school buses placed "Out of Service"	329	275	19.6%
Total trucks weighed	2089	3491	-40.2%
Total overweight citations	323	383	-15.7%
Total dyed fuel inspections	4719	4672	1.0%
Total dyed fuel citations	23	34	-32.4%

* Seat belt and child restraint

** Commercial Enforcement Activity Included

Field Enforcement Analysis:

Northern Command Overall

Overall enforcement activity for the Northern Command increased by 5.9% when comparing FY2004 statistics versus FY2005 statistics. The Northern Command had an extremely severe winter this year. Record breaking snow fall and record breaking low temperatures combined to make the winter months less productive than we had hoped for. This reduction in activity during this period affects the overall activity for the fiscal year.

AIRCRAFT OPERATIONS

For the past fiscal year, the Northern Command plane flew 613 hours. This is an 18% increase over the prior fiscal year's 520 hours. 366 hours, or 60% of the total aircraft time, was spent on aircraft speed enforcement. A total of 83 speed enforcement missions in both the Northern and Central commands resulted in 3147 enforcement actions. Included in these totals were 3 DUI arrests, 90 hazardous moving violations, 14 misdemeanor and warrant arrests and one felony arrest.

This year's 33 in state and out of state prisoner transports were significantly higher (94%) than the prior year's 17 transports. The 136 hours spent on this endeavor accounted for 22% of the total flight time.

Six personnel transports, amounting to 26 hours, or 4% of the total flight time, were accomplished during the past fiscal year. It should be noted that our aircraft is made available to personnel from all DPS divisions for legitimate purposes. The NDI polygraph examiner is transported throughout the state on a semi-regular basis to perform examinations on paroled sex offenders. NDI has also used the plane for various airborne surveillance missions and crime scene photography.

The plane was on static display this past year at 6 air shows. Our participation at these shows usually includes the recruit car. Our appearance at the Reno Air Races, Minden, Winnemucca, Yerington, Silver Springs and Carson City air shows has proven to be a valuable recruitment tool and public relation tactic.

The Boy Scouts requested our plane for a practice search and rescue training exercise. The "lost" group was easily located in the desolation wilderness.



Air 1 was involved in one protracted vehicle pursuit. A commercial tow truck was taken outside of Wells at gunpoint and was finally stopped outside of Lovelock, a distance of 248 miles. The aircraft was able to relay optimal spike deployment locations and conflicting traffic conditions to the ground units as well as to serve as a communications relay when the Central Command units moved out of range of Elko dispatch.

Officers from the Merced County, California Sheriff's Office contacted us in January for advice on how to develop a speed enforcement program. Apparently, the CHP was unwilling to assist them. We were able to certify four of their deputies as airborne traffic observers during an observer school in April.

Operating costs for the aircraft have been previously calculated to be \$77.72 per flight hour. Actual costs for maintenance, fuel, insurance and hangar this past fiscal year were within 2% of this figure. Revenues generated by aircraft speed enforcement and prisoner transports amounted to \$532,170. Comparing this to actual operating costs of \$48,832 reveals that \$10.89 was generated for every dollar spent in operations.

The flight operations unit continues to assist with pilot development. As a flight instructor, I am able to recertify the Las Vegas pilot at no cost to the division. Additionally, in conjunction with transports and missions, I have given flight instruction to Trooper Wes Brown. As soon as he completes his Commercial Pilot training, which should be soon, I can have him placed on our aircraft insurance policy and he can begin functioning as a backup pilot.

There is a 2000 hour TBO (time between overhaul) recommendation by the manufacturer for Air 1's engine and propeller. Historically, we have budgeted for the overhaul every four years. Accordingly, we try to keep the aircraft flight hours in the 500 per year range. The plane has 1900 hours since the last overhaul. We have \$40,000 approved effective July 1, 2005 for an overhaul. This has been scheduled for three weeks beginning August 15.



In conclusion, Northern Command Flight Operations has enjoyed another productive year. Instead of adding a third plane to the fleet, which was requested and denied last fiscal year, it has been suggested that we pursue replacing our current Northern Command plane with a new and larger one. This is an avenue worthy of pursuit, as our current plane was purchased solely for speed enforcement and can safely carry only three people. A larger plane would make prisoner and personnel transports more easily and safely accomplished. In addition, given

the superb maintenance this plane has had over its life and the state of the art avionics package installed, I estimate its value at \$100,000; an amount which would significantly offset the cost of a new plane.

Following is the cumulative and comparative summary of Air 1's flight activities for the 2004-2005 fiscal year.

Total Hours Flown:	Fiscal 04/05	Fiscal 03/04	Change
Time over Sites.....	242.1	242.1	-
Time enroute to Sites....	124.0	100.5	12 %
Prisoner Transports..... (33)	134.6	(17) 76.7	75 %
Personnel Transports.... (6)	26.2	(6) 36.0	- 27 %
Property Transports..... (2)	6.7	-	100 %
Pilot/Observer Training.	28.4	11.5	147 %
Maintenance.....	1.6	16.2	- 90 %
Burning Man Patrol.....	12.6	11.8	7 %
Air Shows..... (6)	4.8	(8) 14.8	- 68 %
Miscellaneous.....	32.0	11.3	183 %
Total:	613.0	520.9	18 %
Enforcement Missions Flown:	83	84	- 1 %
Total Enforcement Activity:	3147	3168	- 1 %
Activity Per Flight Hour:	13.0	13.1	- 1 %

COMMUNICATIONS

Many positive changes have occurred within the communications center during this last year. The communications center has seen new personnel in the positions of PSD, shift supervisor, and center manager. PSDs have attended various training classes. The communication center has



created a committee to assist with the new trainees and the creation of a training program based on adult learning. More no cost, in service training is being designed for new employees and as refresher courses. The morale committee is still working well and members coordinate on a regular basis with the Northern Command morale committee to discuss events and ideas. Work is being done on flexible scheduling and shift-swapping. This has allowed for a significant reduction of overtime during the last half of this fiscal year.

A new radio procedure training course was designed and is being taught to

allied agency members as well as new POST cadets. A brochure advertising PSD positions has been created and will soon be used at public events. The center supervisors are working to research ideas for new and improved preemployment testing procedures for hiring new personnel. We were advised that The Department of Emergency Management has started to build a new facility in Carson City, which will house the Northern Command Dispatch Center. Its expected completion date is in April of 2006.



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